



ahū Pedestrian Plan

WHO: City and County of Honolulu, Department of Transportation Services, **Complete Streets Program**, their consultants and the community. Community engagement is important to ensure that the City has the **best possible understanding** of the issues roadway users face and to develop recommendations that reflect community needs and character. Opportunities for community input and review will be provided and regularly updated on the Complete Streets website's **Oahu Pedestrian Plan** page:

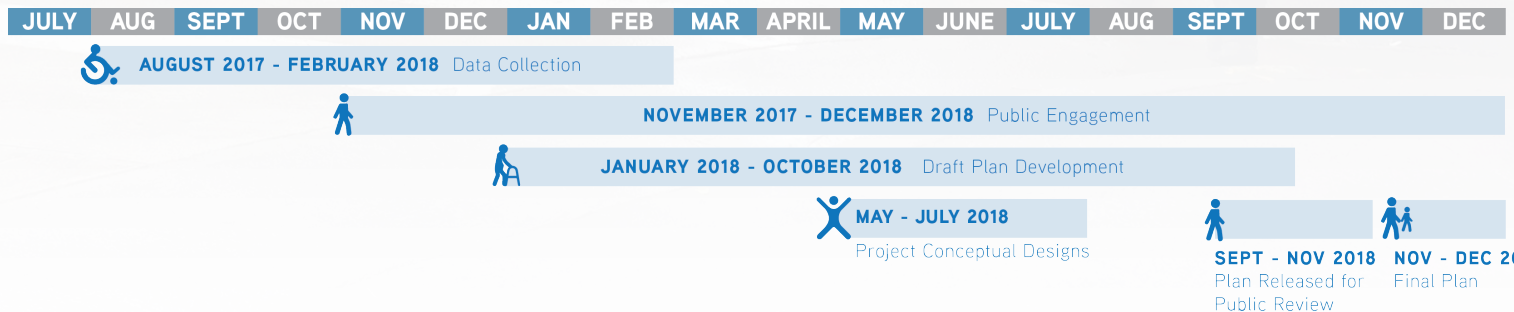
<http://www.honolulu.gov/completestreets/pedplan>

WHAT: The **Oahu Pedestrian Plan** is expected to be a long-term action plan to create **vibrant, safe, and accessible** streetscapes that serve as a model for the nation. The Plan will begin with an **island-wide inventory** of existing roadway pedestrian facilities to document their conditions and functionality for all pedestrians. The inventory will be followed by **technical recommendations** for pedestrian improvement projects and programs that are consistent with the City and County of Honolulu's Complete Streets Ordinance.

WHY: A growing number of communities are discovering the value of their streets as important public spaces for many aspects of daily life. Crossing a street should be **safe, convenient, and comfortable** for pedestrians.¹ The Oahu Ped Plan uses these themes as guides in framing the pedestrian network:

- Improve **safety**
- Protect and promote **accessibility and mobility** for all
- Encourage opportunities for **physical activity** and recognize the **health benefits** of an active lifestyle

WHEN:



Kapiolani Boulevard sidewalk at Keeaumoku Street.



Pedestrian Scramble at Kalakaua Avenue and Lewers Street.



Farmer's Market at Fort Street Mall between King and Hotel Street.



QUICK FACTS

SAFETY



People walking are more than **2x** as likely to be struck by a vehicle in locations without sidewalks.²



Between 2003 - 2012, **20.6%** of all traffic fatalities in Hawaii were pedestrian deaths.³



Children and older adults are more vulnerable to traffic accidents.⁵ **41.9%** of all pedestrian fatalities in the State of Hawaii between 2003 - 2010 were 65 years and older.³

PUBLIC HEALTH



Obesity attributes approximately **1/4** of all health care costs² (health care expenditure is **\$7,299** per person in Hawaii).⁹



Physical activity can help prevent heart disease, obesity, high blood pressure, osteoporosis, depression, and Type 2 diabetes.⁴



Walking boosts immune function. A study of over 1,000 men and women found that those who walked at least **20 mins**, at least 5 days a week, had **43%** fewer sick days than those who exercised once a week or less.⁵

MOBILITY



Safer sidewalks help older adults and people with disabilities.⁷ In 2012, **1 in 5** Americans had a disability.⁸



By 2030, **1 in 5** Americans will be over age 65.⁷



Residents are **65%** more likely to walk in a neighborhood with sidewalks.¹⁰



Bus transit trips begin and end with pedestrians. Better connectivity will encourage greater transit use.⁷

SOURCES:

¹ Honolulu Complete Streets Design Manual, 2012

² www.saferoutespartnership.org/healthy-communities/101/facts

³ www.smartgrowthamerica.org/app/uploads/2016/08/dangerous-by-design-2014-hawaii.pdf

⁴ www.arthritis.org/living-with-arthritis/exercise/workouts/walking/wow-of-walking.php

⁵ www.cdc.gov/features/pedestriansafety/index.html

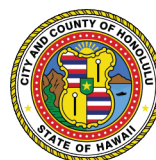
⁶ www.health.harvard.edu/staying-healthy/5-surprising-benefits-of-walking

⁷ www.bikewalk.org/pdfs/sopada_fwpa.pdf

⁸ www.census.gov/newsroom/releases/archives/miscellaneous/cb12-134.html

⁹ www.kff.org/other/state-indicator/health-spending-per-capita/

¹⁰ Giles-Corti, B., & Donovan, R.J. (2002). "The relative influence of individual, social, and physical environment determinants of physical activity." Social Science & Medicine, 54 1793-1812.



PEDESTRIAN PLAN

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